SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

121

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

To Take Effect Sunday, January 4th, 1914, at 12:01 A. M

PACIFIC STANDARD TIME (120th MERIDIAN)

**For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this time-table at pleasure.**

W. R. SCOTT,
General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

H. V. PLATT,
General Superintendent.

FRESNO AND BAKERSFIELD SUBDIVISION

TIME TABLE No. 121

January 4, 1914

Eastward — FROM SAN FRANCISCO | TOWARD SAN FRANCISCO — Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS				Distance from San Francisco		STATIONS	Distance from Exeter	FIRST CLASS			THIRD CLASS
	238	98	90	96	104					93	95	105	239
	Fresno Porterville Way Freight	Fresno Goshen Junc. Passenger	San Francisco Bakersfield Passenger	Fresno Goshen Junc. Hanford Passenger	Fresno Famoso Passenger					Goshen Junc. Fresno Passenger	Goshen Junc. Fresno Passenger	Famoso Fresno Passenger	Porterville Fresno Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
WFTOP YARD	4.40AM	7.30PM	3.35PM	12.45PM	7.10AM	205.5	DN-R	**FRESNO** 1.5	51.9	s 9.20AM	s11.55AM	s 8.00PM	2.00PM
						207.0		**A. T. & S. F. CROSSING** 0.1	50.4				
30						207.1		BALL (Spur) 0.8	50.3				
24						207.9		MARS 0.6	49.5				
12	4.55	f **7.46**	3.47	f12.57	f 7.22	208.5		BLOSSOMA 0.5	48.9	f 9.07	f11.43	f **7.46**	1.40
43Y		f		f	f	209.0		LUVITA (Spur) 1.6	48.4	f		f	
20		f		f	f	210.6		ESHEL (Spur) 1.2	46.8	f		f	
30	5.05	f 7.55	3.55	f 1.04	f 7.29	211.8		BUTLER 1.2	45.6	f 8.59	f11.35	f 7.38	1.30
70Y		f		f	f	213.0		LOCANS (Spur) 1.5	44.4	f	f	f	
33	5.15	f 8.01	4.01	f 1.10	f 7.35	214.5		IVESTA 1.4	42.9	f 8.53	f11.29	f 7.32	1.20
43	5.20	f 8.04	f 4.04	f **1.13**	f 7.38	215.9		CLOTHO 3.9	41.5	f 8.50	f11.26	f 7.29	**1.13**
32W	6.00	s 8.15	s 4.15	s 1.22	s 7.47	219.8	D	SANGER 0.8	37.6	s 8.42	s11.18	s 7.21	12.50
18						220.6		WINE ASS'N (Spur) 0.4	36.8				
4						221.0		REKA 1.8	36.4				
22	6.10	f 8.22	4.21	f 1.28	f 7.53	222.8		TARN 2.5	34.6	f 8.32	f11.07	f 7.11	12.01PM
32	6.20	f 8.27	4.26	f 1.33	f 7.58	225.3		FARGO 1.8	32.1	f 8.27	f11.01	f 7.06	11.50
5						227.1		UVA (Spur) 0.5	30.3				
5						227.6		EFCO (Spur) 0.3	29.8				
15	6.30	f 8.33	4.32	f 1.40	f 8.05	227.9		LACJAC 0.1	29.5	f 8.21	f10.55	f 7.00	11.40
						228.0		**A. T. & S. F. CROSSING** 1.1	29.4				
22						229.1		SAMUELS (Spur) 0.8	28.3				
31	7.05	s 8.40	s 4.40	s 1.48	s **8.15**	229.9	D	REEDLEY 5.1	27.5	s **8.15**	s10.47	s 6.55	11.30
60W	**8.03**	s 8.52	s 4.52	s 2.00	s 8.27	235.0	D	DINUBA 2.2	22.4	s **8.03**	s**10.35**	s 6.42	**10.35**
9		f		f	f	237.2		SMYRNA 2.4	20.2	f	f	f	
32	8.20	s 9.02	f 5.03	s 2.11	s 8.38	239.6		MONSON 4.0	17.8	s 7.50	s10.25	s 6.30	9.45
						243.6		**A. T. & S. F. CROSSING** 2.8	13.8				
30	8.40	f 9.17	5.18	f 2.26	f 8.53	246.4		TAURUSA 2.9	11.0	f 7.34	f10.10	f 6.15	9.20
8		f 9.23	f 5.25	f 2.33	f 8.59	249.3		VENICE HILL 0.4	8.1	f 7.28	f10.03	f 6.08	
30	**9.00**	9.24	5.26	2.34	**9.00**	249.7		KLINK 1.8	7.7	f 7.27	10.02	6.07	**9.00**
7						251.5		DORSEY (Spur) 0.7	5.9				
9						252.2		ROCHE 0.9	5.2				
33	9.20	f 9.32	5.35	f 2.42	f 9.08	253.1		KAWEAH 0.9	4.3	7.20	f 9.55	f 6.00	8.45
6						254.0		LORT (Spur) 3.4	3.4				
70WY	**9.40AM**	s 9.45PM	s **5.50PM**	s 2.55PM	s 9.20AM	257.4	DN-R	**EXETER**	0.0	s 7.05AM	s **9.45AM**	s **5.50PM**	8.30AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(51.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(5.00)	(2.15)	(2.15)	(2.10)	(2.10)			Time over District		(2.15)	(2.10)	(2.10)	(5.30)
	10.38	23.06	23.06	23.96	23.96			Average speed per hour		23.06	23.96	23.96	9.43

Westward trains are superior to trains of same class in opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward	FROM SAN FRANCISCO							TIME TABLE No. 121 January 4, 1914.		TOWARD SAN FRANCISCO				Westward
	THIRD CLASS		FIRST CLASS							FIRST CLASS			THIRD CLASS	
Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning and Telephone Stations.	242 Porterville Bakersfield Way Freight	238 Fresno Porterville Way Freight	90 San Francisco Bakersfield Passenger	60 Coalinga Springville Passenger	104 Fresno Famoso Passenger	Distance from San Francisco			Distance from Famoso	7 Los Angeles San Francisco Passenger	63 Springville Lemoore Passenger	105 Famoso Fresno Passenger	241 Bakersfield Porterville Way Freight	239 Porterville Fresno Way Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
70WY		10.40AM	s 5.50PM	s10.30AM	s 9.20AM	257.4	DN-R	**EXETER**	52.4	s 9.20AM	s 4.30PM	s 5.50PM		7.45AM
								3.1						
11		10.55	f 6.00	f10.38	f 9.28	260.5		BURR (Spur)	49.3	9.11	f 4.22	f 5.40		7.30
								3.8						
59		11.40	s 6.12	s10.47	s 9.38	264.3	D	LINDSAY	45.5	s 9.03	s 4.15	s 5.32		7.15
								1.2						
10						265.5		WADNA (Spur)	44.3					
								2.9						
31		12.05PM	s 6.21	s10.56	s 9.47	268.4	D	STRATHMORE	41.4	s 8.51	s 4.05	s 5.20		6.05
								2.5						
23		12.15	f 6.27	f11.01	f 9.52	270.9		ZANTE	38.9	8.44	f 3.59	f 5.14		5.45
								1.3						
13		12.20	6.30	11.04	f 9.55	272.2		LISKO (Spur)	37.6	8.41	3.56	f 5.11		5.40
								1.5						
2		12.25	6.33	11.07	f 9.58	273.7		KURTH	36.1	8.38	3.53	f 5.08		5.35
								1.1						
43 WY	5.00AM	12.45PM	s 6.40	s11.10AM	s10.05	274.8	DN-R	**PORTERVILLE**	35.0	s 8.35	s 3.50PM	s 5.05	4.00AM	5.30AM
								0.7						
9						275.5		BONAR (Spur)	34.3					
								1.0						
8	5.10		6.45		f10.09	276.5		PONCA	33.3	8.22		f 4.58	3.30	
								1.5						
31	5.15		f 6.48		f10.12	278.0		LOIS	31.8	f 8.19		f 4.55	3.25	
								4.6						
32	5.40		s 7.00		s10.22	282.6	D	TERRA BELLA	27.2	s 8.10		s 4.45	3.10	
								4.5						
29	6.15		s 7.12		s10.32	287.1	D	DUCOR	22.7	s 8.00		s 4.35	2.50	
								2.9						
32	6.40		f 7.20		f10.39	290.0		ORRIS	19.8	f 7.52		f 4.27	2.30	
								4.9						
16	7.10		f 7.30		f10.49	294.9		RICHGROVE	14.9	f 7.42		f 4.17	2.15	
								4.1						
34	**7.32**		f 7.38		f10.57	299.0		JASMIN	10.8	f **7.32**		f 4.07	2.02	
								10.8						
99 TW	8.05AM		s 8.00PM		s11.20AM	309.8	DN-R	**FAMOSO**	0.0	s 7.10AM		3.45PM	1.30AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(52.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(3.05)	(2.05)	(2.10)	(0.40)	(2.00)			............Time over District............		(2.10)	(0.40)	(2.05)	(2.30)	(2.15)
	11.35	8.35	24.18	26.10	26.20			..........Average speed per hour..........		24.18	26.10	25.15	14.00	7.73

Westward trains are superior to trains of same class in opposite direction.

Eastward	FROM SAN FRANCISCO			TIME TABLE No. 121 January 4, 1914		TOWARD SAN FRANCISCO	Westward
	SECOND CLASS					SECOND CLASS	
Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	60 Coalinga Springville Passenger	Distance from San Francisco			Distance from Springville	63 Springville Lemoore Passenger	
	Leave Daily			STATIONS		Arrive Daily	
43 WY	11.20AM	274.8	DN-R	**PORTERVILLE**	15.9	s 3.30PM	
				3.1			
13	f11.32	277.9		ADOBE (Spur)	12.8	f 3.12	
				2.1			
28	f11.41	280.0		WORTH	10.7	f 3.02	
				1.6			
300	f11.48	281.6		MAGNESITE JUNCT. (Spur)	9.1	f 2.55	
				0.8			
90	f11.55	282.4		SUCCESS	8.3	f 2.50	
				5.7			
6	f12.20PM	288.1		CLAVICLE (Spur)	2.6	f 2.27	
				2.6			
66 Y	s12.35PM	290.7	DR	**SPRINGVILLE**	0.0	2.15PM	
	Arrive Daily			(15.9)		Leave Daily	
	(1.15)			............Time over District............		(1.15)	
	12.72			..........Average speed per hour..........		12.72	

Westward trains are superior to trains of the same class in the opposite direction.

Exception. No. 60 is superior to No. 63.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward

FROM SAN FRANCISCO

TIME TABLE

No. 121

January 4, 1914

Capacity of sidings in car lengths and location of Scales Fuel, Water, Turning and Telephone Stations.	THIRD CLASS				FIRST CLASS						Distance from San Francisco		STATIONS
	242	**252**	**212**	**248**	**26**	**8**	**90**	**84**	**108**	**82**			
	Porterville Bakersfield Way Freight	Sunset Manifest Freight	Way Freight	Way Freight	The Owl	San Francisco Los Angeles Passenger	San Francisco Bakersfield Passenger	San Francisco Bakersfield Passenger	Los Angeles Express	Fresno Coalinga Passenger			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
WFTOPY Yard		**8.25AM**	5.30AM	2.50AM	10.25PM	**7.00PM**		3.30PM	**8.20AM**	7.30AM	205.5	DN-R	**FRESNO** 2.1
31											207.6		CRAYCROFT (Spur) 0.7
36									f	f	208.3		CALWA 0.8
		8.40	5.45	3.10	10.35	7.10		**3.40**	8.30	7.40	209.1		**CALWA TOWER** A.T. & S.F. Crossing 1.3
80		8.43	5.55	3.15	10.37	s 7.12		s 3.42	s 8.32	s 7.42	210.4	D	MALAGA 3.0
21											213.4		HOVANT (Spur) 1.7
100		8.57	6.20	3.35	10.45	s 7.22		s 3.50	s 8.41	s 7.50	215.1	D	FOWLER 1.3
17									f	f	216.4		STAR (Spur) 3.2
25											219.6		SELMA WINERY 1.1
145W		**9.16**	7.10	3.55	10.55	s 7.35		s 4.01	s 8.54	s 8.03	220.7	DN	SELMA 4.9
102W		9.35	7.55	4.20	11.02	s 7.48		s **4.10**	s **9.05**	s 8.14	225.6	D	KINGSBURG 5.7
80		9.50	**8.23**	4.40	11.10	f 7.58		s 4.25	s 9.20	f **8.23**	231.3	D	TRAVER 2.4
80		9.55	**8.52**	4.50	11.13	8.02		4.28	9.24	8.26	233.7		CROSS 5.4
79 WFY		**10.15**	**9.25AM**	5.30	11.21	s 8.12 **8.25**		s 4.40 4.50	s **9.35** 9.45	s **8.35AM**	239.1	DN-R	**GOSHEN JUNC.** 6.5
80		10.45		6.00	11.29	f 8.35		**5.05**	f 9.55		245.6		TAGUS 4.1
											249.7		A. T. & S. F. CROSSING 0.3
109W		**11.15**		7.15	11.40	s 8.51		s 5.15	s10.05		250.0	DN	TULARE 5.8
80		11.35		7.30	11.50	9.01		f 5.26	f10.16		255.8		OCTOL 4.6
100W		11.55		**8.09**	11.56	s 9.13		s 5.34	s**10.25**		260.4	D	TIPTON 3.3
17								f	f		263.7		QUAIL 3.1
79		12.15PM		8.45	**12.08AM**	s 9.25		s 5.43	s10.36		266.8	D	PIXLEY 5.6
81		12.30		9.05	12.18	9.35		f 5.50	f10.45		272.4		EARLIMART 4.1
80		**12.45**		**9.20**	12.23	9.42		5.55	f10.51		276.5		RADNOR 4.2
102W		1.05		9.55	12.28	s 9.53		s 6.01	s10.59		280.7	DN	DELANO 6.3
80		1.20		10.25	12.37	f10.05		s 6.10	s11.09		287.0	D	McFARLAND 3.9
6											290.9		HUNT (Spur) 1.7
99TW	**8.15AM**	1.35		10.50	12.46	10.15	s 8.01PM	s 6.20	s11.23		292.6	DN-R	**FAMOSO** 3.3
80	8.35	1.50		11.02	12.50	10.20	8.06	f 6.25	f11.28		295.9		PAGE 4.6
99	8.50	2.05		**11.34**	**12.56**	10.27	8.13	f 6.32	f**11.34**		300.5		LERDO 5.3
80	9.05	**2.25**		11.52	1.04	10.35	8.20	f 6.40	f11.42		305.8		SACO 2.8
99	9.10	2.40		11.58	1.07	10.39	8.24	6.43	f11.46		308.6	D-R	**OIL JUNCTION** 2.5
74	9.18	**3.12**		12.07PM	1.12	10.44	8.29	6.48	11.51		311.1		NOME 0.5
7											311.6		BREWERY (Spur) 1.3
Yard WFTYOP	9.30AM	3.50PM		12.20PM	s 1.20AM	s**10.55PM**	s 8.40PM	s 6.55PM	f11.59AM		312.9	DN-R	**BAKERSFIELD**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(107.4)
	(1.15)	(7.25)	(3.55)	(9.30)	(2.55)	(3.55)	(0.39)	(3.25)	(3.39)	(1.05)			Time over District
	16.24	14.60	8.68	11.30	36.82	27.42	31.23	31.43	29.42	31.00			Average speed per hour

Double Track

Automatic Block Signals.

Westward trains are superior to trains of the same class in the opposite direction.
Exceptions: No. 8 is superior to No. 89. No. 212 is superior to No. 213.

ADDITIONAL STOPS

No. 8 stop at points west of Bakersfield to pick up passengers for points east thereof.

TIME TABLE

No. 121

January 4, 1914

TOWARD SAN FRANCISCO

Westward

			STATIONS	Distance from Bakersfield	FIRST CLASS						THIRD CLASS			
					7	**83**	**51**	**107**	**89**	**25**	**241**	**213**	**247**	**251**
					Los Angeles San Francisco Passenger	Bakersfield San Francisco Passenger	Bakersfield San Francisco Passenger	Fresno Express	Coalinga Fresno Passenger	The Owl	Bakersfield Porterville Way Freight	Way Freight	Way Freight	Sunset Manifest Freight
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
Automatic Block Signals	Double Track	DN-R	**FRESNO**	107.4	s11.45AM	s 9.48AM	s 4.48PM	s **6.55**PM	s 9.30PM	s 1.45AM		2.15PM	4.25PM	6.30PM
			2.1											
			CRAYCROFT (Spur)	105.3										
			0.7											
			CALWA	104.6					f					
			0.8											
			CALWA TOWER A. T. & S. F. Crossing	103.8	11.30	9.38	4.38	6.38	9.20	1.35		1.45	**3.30**	5.50
			1.3											
		D	MALAGA	102.5	s11.27	f 9.36	4.36	s 6.35	f 9.18	1.33		1.40	3.25	5.45
			3.0											
			HOVANT (Spur)	99.5										
			1.7											
		D	FOWLER	97.8	s11.15	s 9.27	s 4.28	s 6.25	s 9.10	1.25		1.20	3.10	5.30
			1.3											
			STAR (Spur)	96.5				f	f					
			3.2											
			SELMA WINERY	93.3										
			1.1											
		DN	SELMA	92.2	s11.02	s **9.16**	s 4.19	s 6.13	s 8.59	1.15		12.45PM	2.50	5.05
			4.9											
		D	KINGSBURG	87.3	s10.47	s **9 05**	s **4.10**	s 6.00	s 8.48	1.07		11.50	2.30	**4.10**
			5.7											
		D	TRAVER	81.6	f10.34	8.55	4.02	s 5.45	f 8.38	12.59		11.05	2.10	3.40
			2.4											
			CROSS	79.2	10.30	**8.52**	3.59	5.40	8.35	12.56		10.58	2.00	3.30
			5.4											
		DN-R	**GOSHEN JUNC.**	73.8	s**10.20**AM	s **8.45**	s 3.52	s 5.30 5.15	s **8.25**PM	12.49		10.40AM	1.40	3.15
			6.5											
			TAGUS	67.3		8.33	3.42	f **5.05**		12.41			12.35	2.45
			4.1											
			A. T. & S. F. CROSSING	63.2										
			0.3											
		DN	TULARE	62.9		s 8.25	s 3.35	s 4.57		12.34			**12.15**PM **11.05**	2.30
			5.8											
			OCTOL	57.1		8.15	3.27	f 4.43		12.24			10.45	2.15
			4.6											
		D	TIPTON	52.5		s **8.09**	f 3.21	s 4.36		12.17			**10.25**	1.55
			3.3											
			QUAIL	49.2				f						
			3.1											
		D	PIXLEY	46.1		s 8.00	3.13	s 4.25		**12.08**			9.55	1.20
			5.6											
			EARLIMART	40.5		f 7.52	3.06	f 4.14		12.01AM			9.35	1.00
			4.1											
			RADNOR	36.4		7 47	3.01	f 4.07		11.56			**9.20**	**12.45**
			4.2											
		DN	DELANO	32.2		s 7.42	f 2.56	s 4.01		11.51			9.05	12.30
			6.3											
		D	McFARLAND	25.9		s 7.34	s 2.48	s 3.50		11.43			8.35	12.10PM
			3.9											
			HUNT (Spur)	22.0										
			1.7											
		DN-R	**FAMOSO**	20.3	s 7.10AM	s 7.27	f 2.41	s 3.41		11.36	1.30AM		**8.15**	11.55
			3.3											
			PAGE	17.0	f 7.05	7.22	2.37	f 3.35		11.32	1.15		8.05	11.47
			4.6											
			LERDO	12.4	f 6.58	7.16	2.31	f 3.29		11.26	**12.56**		7.55	**11.34**
			5.3											
			SACO	7.1	6.51	7.10	**2.25**	f 3.21		11.20	12.31		7.40	11.12
			2.8											
		D-R	**OIL JUNCTION**	4.3	f 6.47	7.07	2.22	f 3.17		11.17	12.25		7.33	11.05
			2.5											
			NOME	1.8	6.42	7.02	2.17	**3.12**		11.12	12.16		7.20	10.57
			0.5											
			BREWERY (Spur)	1.3										
			1.3											
		DN-R	**BAKERSFIELD**	0.0	6.35AM	**6.55**AM	2.10PM	3.05PM		**11.05**PM	12.05AM		**7.05**AM	10.45AM
			(107.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
			Time over District		(2.00)	(2.53)	(2.38)	(3.50)	(1.05)	(2.40)	(1.25)	(3.35)	(9.20)	(7.45)
			Average speed per hour		26.95	37.25	40.78	28.02	31.00	40.27	14.32	9.48	11.51	13.85

Westward trains are superior to trains of the same class in the opposite direction.
Exceptions. No. 8 is superior to No. 89. No. 212 is superior to No. 213.

ADDITIONAL STOPS

No. 7 stop West of Bakersfield to discharge passengers from points East thereof.

BAKERSFIELD AND MOJAVE SUBDIVISION

TIME TABLE No. 121

January 4, 1914

Eastward — FROM SAN FRANCISCO

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS					FIRST CLASS								Distance from San Francisco		STATIONS
	334	**252**	**340**	**342**	**338**	**8**	**110**	**108**	**114**	**112**	**190**	**26**	**116**			
	Santa Fe Freight	Sunset Manifest Freight	Freight	Way Freight	Freight	San Francisco Los Angeles Passenger	Santa Fe Overland Express	Los Angeles Express	Santa Fe California Limited	Santa Fe Tourist Express	Bakersfield McKittrick Passenger	The Owl	Santa Fe The Angel			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
WFTYOP Yard		**5.20PM**		9.00AM	3.25AM	11.20PM		12.22PM			8.00AM	1.25AM		312.9	Automatic Block Signals	DN-R **BAKERSFIELD** 0.7
P	9.05PM	5.25	10.10AM	9.05	3.30	11.23	8.05PM	12.25	11.20AM	8.50AM	8.03AM	1.28	12.10AM	313.6		DN-R **KERN JUNC.** 3.4
79 P	9.15	5.35	10.20	9.15	3.40	11.28	8.10	12.29	11.25	8.55		**1.34**	12.15	317.0		MAGUNDEN 3.1
74 P	9.25	5.45	10.30	9.35	3.50	s11.34	8.15	s12.34	11.30	9.00		1.40	12.20	320.1		DN EDISON 4.9
65 P	9.40	6.00	10.45	9.50	4.05	f11.45	8.25	f12.43	11.38	9.09		1.48	12.27	325.0		SIVERT 2.9
74 PW	9.48	**6.10**	10.53	10.00	4.13	f11.50	8.30	f12.48	11.43	9.14		1.53	12.32	327.9		DN BENA 3.4
71 P	9.56	6.18	11.02	10.10	4.22	11.56	8.36	12.54	11.49	9.20		1.59	12.38	331.3		ILMON 3.9
E 76 W 71 PW	**10.23**	6.45	11.30	10.50	4.50	s12.13AM	s 8.49	s **1.05**	s12.03PM	s 9.33		2.08	12.46	335.2		DN CALIENTE 3.0
73 P	10.40	7.01	11.46	11.05	**5.06**	12.22	8.57	1.15	12.11	9.42		2.16	**12.54**	338.2		ALLARD 2.3
E 68 W 50 PW	10.55	7.15	12.01PM	11.20	5.20	f12.31	9.06	f 1.25	12.19	9.50		2.23	1.03	340.5		DN BEALVILLE 1.8
27 P	11.06	7.26	12.12	11.31	5.31	**12.38**	9.13	1.32	12.25	9.56		2.29	1.10	342.3		CLIFF 3.2
E69 W67 M24 P	11.25	7.45	**12.35**	11.50	5.50	12.50	9.24	f **1.45**	**12.35**	10.07		2.38	1.20	345.5		DN ROWEN 2.2
4														347.7		TAMAR (Spur) 1.1
71 PW	11.55	8.15	1.10	**12.25PM**	**6.05** **6.20**	s 1.05	9.35	s 2.02	12.46	10.17		2.52	1.32	348.8		DN WOODFORD 3.0
45 P	**12.15AM**	8.32	**1.28**	12.40	6.40	1.15	**9.46**	2.13	12.55	10.27		3.02	1.41	351.8		WALONG 2.3
E 77 W 42 PW	12.30	8.45	1.45	12.52	6.55	f 1.25	9.58	f 2.23	1.03	10.35		3.10	1.48	354.1		DN MARCEL 0.8
10														354.9		SEDWELL (Spur) 1.8
71 P	12.45	9.00	2.00	**1.12**	7.10	1.34	10.08	f 2.32	**1.12**	10.43		3.18	1.56	356.7		CABLE 3.9
170 PW	1.20	**9.24**	2.30	**2.00**	7.50	s 1.50	s10.25	s 2.47	s 1.26	s10.57		3.28	2.05	360.6		DN-R **TEHACHAPI** 1.8
121 PY	**1.45** **2.19**	10.00	**2.50**	2.20	8.20	**1.55**	10.29	**2.50**	1.29	11.01		3.31	**2.09**	362.4		SUMMIT 2.0
13														364.4		SULLIVAN (Spur) 0.6
33 P						f 2.00		s 2.55						365.0		D MONOLITH 2.1
71 P	2.35	**10.35**	3.15	2.50	8.37	2.04	**10.35**	3.00	**1.35**	11.08		**3.37**	2.15	367.1		PROCTOR 0.9
24 YP	2.40	10.50	3.20	2.55	8.40	2.05	10.36	3.01	1.36	11.09		3.41	2.16	368.0		ERIC (Wye) 1.9
95 PW	2.50	11.10	3.30	**3.05**	**8.50**	f 2.10	10.40	f **3.05**	1.40	11.14		3.45	2.20	369.9		DN CAMERON 2.8
72 P	**3.17**	**11.31**	3.45	3.20	9.07	2.15	10.45	3.10	1.45	11.19		**3.50**	2.25	372.7		DN LAROSE 2.7
53 P	**3.35**	11.48	**4.09**	3.40	9.20	f 2.20	10.50	f 3.15	1.50	**11.25**		3.55	2.30	375.4		DN WARREN 2.4
71 P	3.45	11.59	4.30	**4.00**	9.45	2.25	10.55	3.20	1.55	11.33		4.00	2.35	377.8		DN FRAM 1.3
8														379.1		RESERVOIR (Spur) 0.4
48														379.5		SAGE (Spur) 1.2
Yard WFTYOP	**3.55AM**	12.10AM	5.00PM	4.30PM	10.15AM	s 2.30AM	**11.05PM**	s 3.25PM	s 2.00PM	s11.40AM		s **4.05AM**	**2.40AM**	380.7		DN-R **MOJAVE**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(67.8)
	(6.50)	(6.50)	(6.50)	(7.30)	(6.50)	(3.10)	(3.00)	(3.03)	(2.40)	(2.50)	(0.03)	(2.40)	(2.30)			Time over District
	9.81	9.92	9.81	9.04	9.92	21.41	22.37	21.67	25.16	23.68	14.00	25.42	26.84			Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 8, 116 and 26 are superior to Nos. 7 and 117.

A third class or extra train meeting a third class or extra train at Tehachapi under time table or train order superiority will consider the cut off switch directly in front of the telegraph office the point at which the inferior train will take siding.

TIME TABLE

No. 121

January 4, 1914.

TOWARD SAN FRANCISCO

Westward

Automatic Block Signals

		FIRST CLASS								THIRD CLASS			
	Distance from Mojave	7 Los Angeles San Francisco Passenger	117 Santa Fe Mail and Express	113 Santa Fe California Limited	107 Fresno Express	191 McKittrick Bakersfield Passenger	111 Santa Fe Passenger	25 The Owl	115 Santa Fe The Saint	251 Sunset Manifest Freight	341 Way Freight	253 Freight	333 Santa Fe Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN-R BAKERSFIELD 0.7	67.8	¶ 6.00AM			s 2.55PM	s 5.15PM		s11.00PM					
DN-R KERN JUNC. 3.4	67.1	5.55	7.20AM	1.40PM	2.52	5.10PM	6.30PM	10.57	1.40AM				
MAGUNDEN 3.1	63.7	5.50	7.15	1.35	2.47		6.25	10.52	1.34				
DN EDISON 4.9	60.6	s 5.45	7.10	1.30	s 2.42		6.21	10.48	1.29				
SIVERT 2.9	55.7	5.37	7.03	1.24	f 2.35		6.15	10.42	1.23				
DN BENA 3.4	52.8	5.31	6.58	1.19	f 2.30		6.10	10.37	1.18				
ILMON 3.9	49.4	5.25	6.52	1.13	2.24		6.03	10.31	1.12				
DN CALIENTE 3.0	45.5	s 5.15	s 6.43	s 1.05	s 2.15		s 5.53	10.23	1.03				
ALLARD 2.3	42.5	5.06	6.36	12.56	2.07		5.43	10.17	12.54				
DN BEALVILLE 1.8	40.2	f 5.00	6.30	12.50	s 2.01		5.37	10.12	12.47				
CLIFF 3.2	38.4	4.54	6.25	12.43	1.54		5.33	10.07	12.38				
DN ROWEN 2.2	35.2	4.46	6.18	12.35	f 1.45		5.25	10.01	12.29				
TAMAR (Spur) 1.1	33.0												
DN WOODFORD 3.0	31.9	s 4.35	6.10	12.25	s 1.35		5.16	9.53	12.21				
WALONG 2.3	28.9	4.27	6.03	12.18	1.28		5.09	9.46	12.15				
DN MARCEL 0.8	26.6	f 4.21	5.58	12.13	f 1.23		5.03	9.40	12.10				
SEDWELL (Spur) 1.8	25.8												
CABLE 3.9	24.0	f 4.12	5.52	12.06PM	f 1.12		4.57	9.33	12.04AM				
DN-R TEHACHAPI 1.8	20.1	s 4.02	s 5.43	s11.57	s 1.03		s 4.48	9.24	11.55	4.45AM	9.30AM	2.00PM	9.13PM
SUMMIT 2.0	18.3	3.52	5.35	11.51	12.56		4.40	9.21	11.52	4.35	9.20	1.50	9.05
SULLIVAN (Spur) 0.6	16.3												
D MONOLITH 2.1	15.7	f 3.42			s12.51						9.10		
PROCTOR 0.9	13.6	3.37	5.28	11.45	12.47		4.32	9.15	11.45	4.20	9.05	1.35	8.50
ERIC (Wye) 1.9	12.7	3.28	5.26	11.43	12.45		4.29	9.13	11.42	4.11	8.56	1.27	8.42
DN CAMERON 2.8	10.8	f 3.25	5.21	11.40	f12.41		4.25	9.10	11.38	4.05	8.50	1.20	8.35
DN LAROSE 2.7	8.0	3.17	5.12	11.33	12.32		4.17	9.03	11.31	3.50	8.35	1.05	8.20
DN WARREN 2.4	5.3	f 3.07	5.01	11.25	f12.24		4.09	8.54	11.23	3.35	8.20	12.50	8.05
DN FRAM 1.3	2.9	2.56	4.50	11.15	12.15		4.00	8.45	11.15	3.20	8.05	12.35	7.50
RESERVOIR (Spur) 0.4	1.6												
SAGE (Spur) 1.2	1.2												
DN-R MOJAVE (67.8)	0.0	2.45AM	4.35AM	11.05AM	¶ 12.05PM		3.50PM	8.35PM	11.05PM	3.00AM	7.45AM	12.15PM	7.30PM
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		(3.15)	(2.45)	(2.35)	(2.50)	(0.05)	(2.40)	(2.25)	(2.35)	(1.45)	(1.45)	(1.45)	(1.43)
Average speed per hour		20.97	24.40	25.97	23.92	8.40	25.16	28.05	25.97	11.49	11.49	11.49	11.70

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 8, 116, and 26 are superior to Nos. 7 and 117.

A third class or extra train meeting a third class or extra train at Tehachapi under time table or train order superiority will consider the cut off switch directly in front of the telegraph office the point at which the inferior train will take siding.

MOJAVE AND SAUGUS SUBDIVISION

Eastward	FROM SAN FRANCISCO						TIME TABLE					TOWARD SAN FRANCISCO		Westward
	THIRD CLASS		FIRST CLASS				No. 121 January 4, 1914		FIRST CLASS			THIRD CLASS		
Capacity of sidings in car lengths and location of Scales, Fuel Water, Turning and Telephone Stations.	252 Sunset Manifest Freight	262 Way Freight	108 Los Angeles Express	26 The Owl	8 San Francisco Los Angeles Passenger	Distance from San Francisco	STATIONS	Distance from Saugus	107 Fresno Express	25 The Owl	7 Los Angeles San Francisco Passenger	253 Freight	261 Way Freight	251 Sunset Manifest Freight
	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily
Yard WFTOPY	1.00AM	4.45AM	3.35PM	4.13AM	**2.35AM**	380.7	DN-R **MOJAVE** 4.1	69.9	s11.41AM	s 8.27PM	s **2.35AM**	11.10AM	9.50PM	2.15AM
17			f			384.8	FLETA (Spur) 2.5	65.8	f					
70	**1.27**	5.05	f 3.45	4.22	2.50	387.3	GLOSTER 7.0	63.3	f11.25	8.12	2.15	10.05	9.00	**1.27**
70 P	**1.58**	5.37	f 3.55	4.32	f 3.05	394.3	ROSAMOND 5.6	56.3	s11.10	8.01	f **1.58**	9.40	8.30	1.05
70 W	2.30	6.05	f 4.03	4.40	3.15	399.9	OBAN 5.6	50.7	f11.00	**7.53**	1.48	9.20	**7.53**	12.50
92 W	3.00	7.00	s 4.14	4.47	s 3.25	405.5	DN-R LANCASTER 4.3	45.1	s10.48	7.43	s 1.38	8.45	7.20	12.35
70	3.15	7.15	f 4.22	4.54	3.35	409.8	DENIS 4.0	40.8	f10.41	7.37	1.26	8.30	5.55	12.25
70 WFY	**3.50**	7.40	s 4.31	5.00	s **3.50**	413.8	DN-R PALMDALE 2.5	36.8	s10.35	7.32	s 1.20	8.15	5.40	12.15
70	4.10	**8.00**	f 4.38	5.06	f 3.58	416.3	HAROLD 4.2	34.3	f10.29	7.28	f 1.13	**8.00**	5.10	12.05AM
106 Y	4.40	8.45	f **4.53**	5.20	f 4.20	420.5	N VINCENT 4.5	30.1	f10.20	7.20	f 1.05	7.30	**4.53**	11.50
70	4.56	9.00	f 5.03	5.30	f 4.30	425.0	BERLIN 1.1	25.6	f10.05	7.05	12.45	7.00	4.15	11.15
49	5.00	9.15	s 5.07	5.33	f 4.35	426.1	D ACTON 2.9	24.5	s10.02	7.03	f12.42	6.55	4.05	11.10
86 W	5.25	**9.55**	s 5.15	5.39	s 4.45	429.0	DN RAVENNA 5.6	21.6	s **9.55**	6.57	f12.35	6.35	3.50	11.00
70	**5.50**	10.15	f 5.27	**5.50**	f 5.00	434.6	RUSS 1.4	16.0	f 9.36	6.41	f12.15	**5.50**	3.15	10.30
20						436.0	ALPINE (Spur) 2.8	14.6						
74 W	6.20	10.35	s 5.37	5.59	f **5.10**	438.8	DN LANG 4.3	11.8	s 9.25	6.32	f12.02AM	**5.10**	2.55	10.10
64	6.40	10.50	f 5.46	6.08	f 5.20	443.1	HUMPHREYS 3.8	7.5	f 9.15	6.23	f11.50	4.20	2.25	9.45
71	6.55	11.05	f 5.55	6.16	f 5.30	446.9	HONBY 3.7	3.7	f 9.05	6.15	f11.40	4.00	2.05	9.30
87 WFY	7.15AM	11.30AM	s **6.03PM**	6.25AM	s 5.40AM	450.6	DN-R **SAUGUS**	0.0	8.55AM	**6.07PM**	11.28PM	3.40AM	1.45PM	9.15PM
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily		(69.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily
	(6.15) 11.18	(6.45) 10.35	(2.28) 28.34	(2.12) 32.22	(3.05) 22.56		..........Time over District.......... ....Average speed per hour........		(2.46) 25.27	(2.20) 29.96	(3.07) 22.42	(7.30) 9.32	(8.05) 8.64	(5.00) 13.98

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 26 is superior to No. 107.

MOJAVE AND SAUGUS SUBDIVISION.

Eastward	FROM SAN FRANCISCO			TIME TABLE No. 121 January 4, 1914		TOWARD SAN FRANCISCO Westward
	SECOND CLASS					SECOND CLASS
Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	402 Mixed Leave Daily	Distance from San Francisco		STATIONS	Distance from Owenyo	401 Mixed Arrive Daily
WFTYOP Yard	9.00PM	380.7	DN-R	**MOJAVE** 1.3	143.5	s 2.00AM
63	f 9.05	380.8		CHAFFEE 3.2	142.2	f 1.50
64	f 9.13	384.0		CAMBIO 4.3	139.0	f 1.40
63	f 9.22	388.3		TRESCAPE 4.6	134.7	f 1.27
64	f 9.32	392.9		NEURALIA 4.4	130.1	f 1.15
63	f 9.47	397.3		CINCO 5.2	125.7	f 1.00
E 63W W 64	s10.05	402.5		CANTIL 2.8	120.5	s12.25AM
14	f	405.3		ECKSTROM (Spur) 2.5	117.7	f
64	f10.20	407.8		CENEDA 4.4	115.2	f11.50
E 64Y W 88	f10.32	412.2		GARLOCK 4.2	110.8	f11.36
64	f10.47	416.4		GOLER 4.1	106.6	f11.22
65	f11.07	420.5		RAND 4.1	102.5	f11.07
64	f11.22	424.6		TEAGLE 3.8	98.4	f10.50
74 Y	f11.55	428.4	D	SEARLES 4.4	94.6	f10.35
64	f12.05AM	432.8		RADEMACHER 5.5	90.2	f10.15
69	f12.18	438.3		CODE 4.1	84.7	f 9.55
63	f12.30	442.4		TERESE 4.8	80.6	f 9.42
64	s12.45	447.2	D	INYOKERN 4.5	75.8	s 9.27
65	s12.58	451.7		MUERTO 4.6	71.3	s 9.12
64	s 1.25	456.3	DN	BROWN 4.4	66.7	s 8.55
E 63 Y W 89	f 1.38	460.7		LINNIE 3.6	62.3	f 8.30
63	f 1.47	464.3		NARKA 2.0	58.7	f 8.20
5		466.3		SODAN (Spur) 2.0	56.7	
65	s 2.00	468.3		LITTLE LAKE 3.2	54.7	s 8.10
E 63 Y W 63	f 2.12	471.5		MABEL 4.1	51.5	f 8.02
64	f 2.25	475.6		SYKES 2.2	47.4	f 7.52
6		477.8		LANSON (Spur) 2.1	45.2	
64	f 2.37	479.9		TALUS 4.2	43.1	f 7.42
63W	f 2.55	484.1		HAIWEE 4.4	38.9	f 7.30
71	f 3.05	488.5		LOCO 4.8	34.5	f 7.15
64	f 3.20	493.3		OLANCHA 4.4	29.7	s 7.02
69	f 3.30	497.7		CARTAGO 4.6	25.3	f 6.50
69	f 3.42	502.3		MONACHEE 4.0	20.7	f 6.37
68	f 3.55	506.3		BRIER 4.0	16.7	f 6.25
69	f 4.07	510.3		CARROLL 4.0	12.7	f 6.13
69	f 4.20	514.3		DIAZ 4.5	8.7	f 6.02
E 69 W 73	s 5.10	518.8		LONE PINE 4.2	4.2	s 5.50
135FY	¶ 5.30AM	523.0	D-R	**OWENYO**	0.0	¶ 5.30PM
	Arrive Daily			(143.5)		Leave Daily
	(8.30)			Time over District		(8.30)
	16.88			Average speed per hour		16.88

Westward trains are superior to trains of the same class in the opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward

FROM SAN FRANCISCO

Capacity of siding in car lengths, and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS								Distance from San Francisco		TIME TABLE No. 121 January 4, 1914
	246 Kerman Hanford Way Freight	**250** Coalinga Goshen Junc. Way Freight	**312** Alcalde Coalinga Passenger	**88** Coalinga Fresno Passenger	**154** Fresno Ingle Goshen Junc. Passenger	**70** Lemoore Goshen Junc. Passenger	**66** Hanford Goshen Junc. Passenger	**132** Kerman Goshen Junc. Exeter Passenger	**64** Stratford Visalia Mixed	**60** Coalinga Springville Passenger			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Wed. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
48 T			5.15AM								273.3	R	**ALCALDE** 1.2
4											272.1		LE ROY 2.2
22											269.9		CRUMP (Spur) 1.5
84 YP		5.00AM	s 5.40AM	6.15PM						6.50AM	268.4	D-R	**COALINGA** 1.7
53 F		5.10		f 6.18						f 6.54	266.7		ORA 6.7
28		5.30		f 6.29						f 7.05	260.0		TURK 7.3
57		5.50		s 6.41						s 7.17	252.7	D	HURON 6.6
64		6.10		f 6.53						f 7.28	246.1		HENRIETTA 6.7
18		6.30		f 7.05						f 7.39	239.4		LETHENT 2.9
87 Y		6.40		f 7.10		6.30PM			s 2.00PM	f 7.44	236.5	R	**ROSSI** 1.1
23				f					f 2.05	f	235.4		HEINLEN 1.5
29		7.52		s 7.25		s 6.40			s 2.30	s 7.52	233.9	D	LEMOORE 2.7
5				f		f			f	f	231.2		ORION 2.1
58 WYP	10.20AM	8.45 9.32		s 7.35	s 7.25PM	s 6.50		s 4.05PM	s 2.45	s 8.00	229.1	D-R	**ARMONA** 3.1
											232.2		A. T. & S. F. CROSSING 0.3
70	10.35AM	9.45 10.45		s 7.45	s 7.35	s 7.00	s 4.40PM	s 4.15	s 3.15	s 8.10	232.5	D-R	**HANFORD** 5.1
75		11.05		f 7.55	f 7.45	7.10	f 4.55	f 4.25	f 3.27	f 8.20	237.6		REMNOY 7.7
79 WFY		11.50AM		s 8.10PM	s 8.00PM	s 7.25PM	s 5.20PM	s 4.40PM	s 3.50PM	s 8.40AM	245.3	DN-R	**GOSHEN JUNC.**
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Wed. only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(60.4)
	(0.15) 13.60	(6.50) 8.12	(0.25) 11.76	(1.55) 28.95	(0.35) 27.77	(0.55) 25.74	(0.40) 19.20	(0.35) 27.77	(1.50) 12.87	(1.50) 30.27			Time over District Average speed per hour

Westward trains are superior to trains of same class in opposite direction.
Exceptions: No. 60 is superior to Nos. 85 and 153. No. 66 is superior to No. 63. Nos. 154, 88 and 70 are superior to No. 69. No. 246 is superior to No. 245.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward

FROM SAN FRANCISCO

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	SECOND CLASS									FIRST CLASS							Distance from San Francisco		TIME TABLE No. 121 January 4, 1914
	522 Visalia Electric Passenger	**520** Visalia Electric Passenger	**518** Visalia Electric Passenger	**516** Visalia Electric Passenger	**514** Visalia Electric Passenger	**510** Visalia Electric Passenger	**508** Visalia Electric Passenger	**506** Visalia Electric Passenger	**504** Visalia Electric Passenger	**68** Goshen Junc. Visalia Passenger	**72** Goshen Junc. Visalia Passenger	**132** Kerman Goshen Junc. Exeter Passenger	**64** Stratford Visalia Mixed	**60** Coalinga Springville Passenger	**94** Goshen Junc. Fresno Passenger	**92** Goshen Junc. Fresno Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
79 WFY										8.25PM	5.30PM	4.50PM	3.55PM	9.40AM	8.50AM	6.15AM	245.3	DN-R	**GOSHEN JUNC.** 3.7
											f				f		249.0		FAXON (No Siding) 1.5
10																	250.5		JACOBS (Spur) 2.1
27												5.06		9.57		6.31	252.6		WEST VISALIA 0.5
54	10.50PM	8.55PM	6.25PM	5.10PM	3.35PM	1.30PM	11.09AM	9.31AM	8.00AM	s 8.45PM	s 5.50PM	s 5.13 5.20	s 4.15PM	s10.05	s9.12	s6.40	253.1	D-R	**VISALIA** 0.1
																	253.2		A. T. & S. F. CROSSING 2.0
25	f10.58	f 9.03	f 6.33	f 5.18	f3.43	f 1.38	f11.17	f9.39	f8.08			5.28		10.13	9.20	6.48	255.2		AMBLER (Spur) 3.8
16	s11.04	s 9.09	s 6.39	s 5.24	s3.49	s 1.44	s11.23	s9.45	s8.14			s 5.34		s10.20	f9.26	s6.54	259.0	D	FARMERSVILLE 1.2
21	f11.07	f 9.12	f 6.42	f 5.27	f3.52	f 1.47	f11.26	f9.48	f8.17			5.36		f10.22	9.30	f6.56	260.2		GIANT OAK 0.9
7	f11.09	f 9.14	f 6.44	f 5.29	f3.54	f 1.49	f11.28	f9.50	f8.19			5.38			9.33	6.58	261.1		LUNA 2.1
70 YW	s11.15PM	s 9.20PM	s 6.50PM	s 5.35PM	s4.00PM	s 1.55PM	s11.34AM	s9.56AM	s8.25AM			s 5.45PM		s10.30AM	s9.40AM	s7.05AM	263.2	DN-R	**EXETER**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.9)
	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.20) 23.40	(0.20) 23.40	(0.55) 19.34	(0.20) 23.40	(0.50) 21.48	(0.50) 21.48	(0.50) 21.48			Time over District Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 64 is superior to No. 71. No. 132 is superior to No. 67.
Second class trains may run ahead of first class trains between Visalia and Exeter without orders.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

TIME TABLE

No. 121

January 4, 1914

			FIRST CLASS								THIRD CLASS	
		Distance from Goshen Jct.	131	85	153	61	97	63	69	311	249	245
			Visalia Goshen Junc. Kerman Passenger	Fresno Coalinga Passenger	Goshen Junc. Ingle Fresno Passenger	Visalia Stratford Mixed	Fresno Goshen Junc. Hanford Passenger	Springville Lemoore Passenger	Goshen Junc. Coalinga Passsenger	Coalinga Alcalde Passenger	Goshen Junc. Coalinga Way Freight	Hanford Kerman Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
R	**ALCALDE** 1.2	60.4								5.10AM		
	LE ROY 2.2	59.2										
	CRUMP (Spur) 1.5	57.0										
D-R	**COALINGA** 1.7	55.5		s10.50AM					s10.35PM	4.45AM	1.00PM	
	ORA 6.7	53.8		f10.43					f10.28		12.50	
	TURK 7.3	47.1		f10.25					f10.10		12.15PM	
D	HURON 6.6	39.8		s10.10					s 9.55		11.40	
	HENRIETTA 6.7	33.2		f 9.56					f 9.42		11.05	
	LETHENT 2.9	26.5		f 9.44					f 9.27		10.40	
R	**ROSSI** 1.1	23.6		s 9.39		s11.15AM		s 6.25PM	s 9.20		10.30	
	HEINLEN (Spur) 1.5	22.5		f 9.36		f11.10			f 9.18		10.20	
D	LEMOORE 2.7	21.0		s 9.33		s11.05		s 6.15	s 9.15		10.15	
	ORION (Spur) 2.1	18.3		f		f		f	f			
D-R	**ARMONA** 3.1	16.2	s 7.20AM	s 9.22	s 9.32AM	s10.55		s 6.05	s 9.05		9.32 8.30	11.15AM
	A. T. & S. F. CROSSING 0.3	13.1										
D-R	**HANFORD** 5.1	12.8	s 7.10	s 9.12	s 9.22	s10.45	s 4.15PM	s 5.55	s 8.55		8.10 6.40	11.00AM
	REMNOY 7.7	7.7	f 7.02	f 9.02	f 9.13	f10.32	f 4.07	f 5.45	f 8.44		6.25	
DN-R	**GOSHEN JUNC.**	0.0	6.50AM	8.50AM	9.00AM	10.20AM	3.55PM	5.30PM	8.30PM		6.00AM	
	(60.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed. Only	Leave Daily Ex. Sunday	Leave Daily Ex Sunday
	Time over District Average speed per hour		(0.30) 32.40	(2.00) 27.75	(0.32) 30.37	(0.55) 25.74	(0.20) 38.40	(0.55) 25.74	(2.05) 26.64	(0.25) 11.77	(7.00) 7.92	(0.15) 13.60

Westward trains are superior to trains of the same class in the opposite direction.
Exceptions: No. 60 is superior to Nos. 85 and 153. No. 66 is superior to No. 63. Nos. 154, 88 and 70 are superior to No. 69. No. 246 is superior to No. 245.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

TIME TABLE

No. 121

January 4, 1914

			FIRST CLASS									SECOND CLASS								
		Distance from Exeter	131	65	61	7	97	71	63	67	99	503	505	507	511	513	515	517	519	521
			Visalia Goshen Junc. Kerman Passenger	Visalia Goshen Junc. Passenger	Visalia Stratford Mixed	Los Angeles San Francisco Passenger	Fresno Goshen Junc. Hanford Passenger	Visalia Goshen Junc. Passenger	Springville Lemoore Passenger	Exeter Goshen Junc. Passenger	Fresno Visalia Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN-R	**GOSHEN JUNC.** 3.7	17.9	s6.45AM	s8.40AM	s9.35AM	s10.15AM	s3.45PM	s4.45PM	s5.20PM	s8.10PM										
	FAXON (No Siding) 1.5	14.2		f			f													
	JACOBS (Spur) 2.1	12.7																		
	WEST VISALIA 0.5	10.6	6.31			9.57			5.06											
D-R	**VISALIA** 0.1	10.1	6.25AM	8.20AM	9.15AM	s 9.50	s3.25 3.20	4.25PM	s5.00 4.55	7.50 s6.25	s10.10PM	s7.45AM	s8.55AM	s10.34AM	s 1.28PM	s3.30PM	s5.05PM	6.15PM	s7.55PM	s10.45PM
	A. T. & S. F. CROSSING 2.0	10.0																		
	AMBLER (Spur) 3.8	8.0				9.39	3.11		4.46	6.16	10.01	f7.37	f8.47	f10.26	f 1.20	f3.22	f4.57	f 6.07	f7.47	f10.37
	FARMERSVILLE 1.2	4.2				f 9.33	f3.05		s4.40	s6.10	s 9.55	s7.31	s8.41	s10.20	s 1.14	s3.16	s4.51	s 6.01	s7.41	s10.31
	GIANT OAK 0.9	3.0				9.30	3.03		f4.38	6.08	f 9.53	f7.28	f8.38	f10.17	f 1.11	f3.13	f4.48	f 5.58	f7.38	f10.28
	LUNA 2.1	2.1				9.28	3.01					f7.26	f8.36	f10.15	f 1.09	f3.11	f4.46	f 5.56	f7.36	f10.26
DN-R	**EXETER**	0.0				9.22AM	2.55PM		4.30PM	6.00PM	9.45PM	7.20AM	8.30AM	10.09AM	1.03PM	3.05PM	4.40PM	5.50PM	7.30PM	10.20PM
	(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average speed per hour		(0.20) 23.40	(0.20) 23.40	(0.20) 23.40	(0.53) 20.26	(0.50) 21.48	(0.20) 23.40	(0.50) 21.48	(2.10) 8.26	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 64 is superior to No. 71. No. 132 is superior to No. 67.
Second class trains may run ahead of first class trains between Visalia and Exeter without orders.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward — FROM SAN FRANCISCO — TIME TABLE No. 121, January 4, 1914 — TOWARD SAN FRANCISCO — Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS		Distance from San Francisco		STATIONS	Distance from Armona	FIRST CLASS		THIRD CLASS	
	150 Ingle Armona Mixed	246 Kerman Hanford Way Freight	154 Fresno Ingle Goshen Junc. Passenger	132 Kerman Goshen Junc. Exeter Passenger					131 Visalia Goshen Junc. Kerman Passenger	153 Goshen Junc. Ingle Fresno Passenger	245 Hanford Kerman Way Freight	151 Armona Ingle Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
73 WYP		7.00AM		s **2.50**PM	193.0	DN-R	**KERMAN**	36.1	s 8.30AM		**2.45**PM	
							6.7					
80		7.25		f 3.02	199.7		McMULLIN	29.4	f 8.15		2.00	
							5.4					
57		**8.03**		s 3.12	205.1	D	RAISIN CITY	24.0	s **8.03**		1.40	
							5.6					
63		8.30		s 3.23	210.7	D	CARUTHERS	18.4	s 7.55		1.15	
							6.1					
57 W		8.50		f 3.35	216.8		CANDO	12.3	f 7.43		12.50	
							3.5					
					220.3		LATON AND WESTERN RY. CROSSING	8.8				
							0.3					
58		9.05		f 3.43	220.6		LILLIS	8.5	f 7.38		12.35	
							2.4					
59	s**12.15**PM	**9.50**	s 7.10PM	s 3.53	223.0	D-R	**HARDWICK**	6.1	s 7.33	s **9.50**AM	**12.25** **12.01**PM	s 1.10PM
							2.3					
22	12.23	9.58	f 7.15	f 3.58	225.3		KIMBLE	3.8	f 7.27	f 9.43	11.50	1.00
							3.8					
58 WYP	s12.35PM	10.10AM	s 7.25PM	s 4.05PM	229.1	D-R	**ARMONA**	0.0	s 7.20AM	s 9.35AM	11.35AM	s12.50PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(36.1)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.20)	(3.10)	(0.15)	(1.15)			Time over District		(1.10)	(0.15)	(3.10)	(0.20)
	18.30	11.40	24.40	28.88			Average speed per hour		30.95	24.40	11.40	18.30

Westward trains are superior to trains of the same class in opposite direction. Exceptions: No. 246 is superior to No. 245. No. 150 is superior to No. 151.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward — FROM SAN FRANCISCO — TIME TABLE No. 121, January 4, 1914 — TOWARD SAN FRANCISCO — Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS	Distance from San Francisco		STATIONS		Distance from Hardwick	FIRST CLASS	THIRD CLASS
	150 Ingle Armona Mixed	154 Fresno Ingle Goshen Junc. Passenger						153 Goshen Junc. Ingle Fresno Passenger	151 Armona Ingle Mixed
	Leave Daily Ex. Sunday	Leave Daily						Arrive Daily	Arrive Daily Ex. Sunday
Y	s 9.10AM	s 5.30PM	181.9	D-R	**INGLE**		42.3	s11.30AM	s 4.15PM
					5.3				
80	s 9.40	s 5.42	187.2	D	TRANQUILITY		37.0	s11.06	s 3.50
					4.5				
81	s10.05	s 5.52	191.7		SAN JOAQUIN		32.5	s10.54	s 3.25
					3.2				
20	s10.15	s 5.59	194.9		CALDWELL	(Spur)	29.3	s10.47	s 3.15
					4.1				
15	s**10.39**	s 6.09	199.0		HELM	(Spur)	25.2	s**10.39**	s 3.00
					7.2				
35	s11.00	s 6.24	206.2		BURREL		18.0	s10.25	s 2.45
					8.4				
29	s11.40	s 6.42	214.6		RIVERDALE	(Spur)	9.6	s10.18	s 2.15
					2.6				
8	s11.50	s 6.48	217.2		ROBINSON	(Spur)	7.0	s10.09	s 1.45
					2.0				
6	s11.59	s 6.53	219.2		HUB	(Spur)	5.0	s10.03	s 1.35
					1.8				
			221.0		LATON & WEST. RY. CROSS.		3.2		
					0.8				
	s12.07PM	s 7.02	221.8		LYNN	(No Siding)	2.4	s 9.56	s 1.25
					2.4				
59	s12.15PM	s 7.10PM	224.2	D-R	**HARDWICK**		0.0	s 9.50AM	s 1.15PM
	Arrive Daily Ex. Sunday	Arrive Daily			(42.3)			Leave Daily	Leave Daily Ex. Sunday
	(3.05)	(1.40)			Time over District			(1.40)	(3.00)
	13.71	25.38			Average speed per hour			25.38	14.10

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 150 is superior to No. 151.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward — FROM SAN FRANCISCO — TIME TABLE No. 121, January 4, 1914 — TOWARD SAN FRANCISCO — Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS			Distance from San Francisco		STATIONS	Distance from Friant	FIRST CLASS			THIRD CLASS
	320 Way Freight	148 Fresno Friant Passenger	146 Fresno Friant Passenger	144 Fresno Friant Passenger					145 Friant Fresno Passenger	147 Friant Fresno Passenger	149 Friant Fresno Passenger	321 Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Yard WFTOPY	5.30AM	3.42PM	12.05PM	7.00AM	205.5	DN-R	**FRESNO**	24.4	s 9.40AM	s 2.50PM	s 6.25PM	1.30PM
							1.6					
			f		207.1		**A. T. & S. F. CROSSING**	22.8			f	
							0.9					
30		f	f	f	208.0		EAST FRESNO	21.9	f	f	f	
							1.4					
88	5.50	f 3.58	f12.21	f 7.16	209.4		BARTON (Spur)	20.5	f 9.21	f 2.31	f 6.05	12.21
							2.2					
22					211.6		GRANZ (Spur	18.3				
							0.2					
57	6.00	f 4.04	f12.27	f 7.22	211.8		MALTERMORO (Spur)	18.1	f 9.16	f 2.26	f 6.00	12.05PM
							1.1					
25	6.10	s 4.07	s12.30	s 7.25	212.9		LAS PALMAS	17.0	s 9.13	s 2.23	s 5.57	11.45
							0.7					
143	6.15	f 4.09	f12.32	f 7.27	213.6		EGGERS (Spur)	16.3	f 9.10	f 2.20	f 5.54	11.35
							0.3					
25		f	f	f	213.9		VANRIS	16.0	f	f	f	
							1.0					
44	6.20	s 4.13	s12.36	s 7.31	214.9		TARPEY	15.0	s 9.06	s 2.16	s 5.51	11.30
							1.2					
19	6.33	f 4.16	f12.39	f 7.34	216.1		MELVIN	13.8	f 9.03	f 2.13	f 5.48	11.20
							1.3					
57 W	7.10	s 4.22	s12.45	s 7.40	217.4	D	CLOVIS	12.5	s 9.00	s 2.10	s 5.45	11.10
							1.1					
14	7.20	f 4.25	f12.48	f 7.43	218.5		GLORIETTA (Spur)	11.4	f 8.56	f 2.06	f 5.41	10.05
							4.4					
31	**7.52**	f 4.34	f12.57	f **7.52**	222.9		GORDON	7.0	f 8.47	f 1.57	f 5.32	9.45
							0.7					
8	8.15	s 4.37	s 1.00	s 7.56	223.6		EL PRADO (Spur)	6.3	s 8.45	s 1.54	s 5.29	9.35
							2.9					
73	**8.35**				226.5		GRAVEL (Spur)	3.4	**8.35**			
							3.4					
44 T	8.50AM	s 4.57PM	s 1.20PM	s 8.15AM	229.9	D-R	**FRIANT**	0.0	8.25AM	1.35PM	5.10PM	9.05AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(24.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(3.20) 7.32	(1.15) 19.52	(1.15) 19.52	(1.15) 19.52			Time over District Average speed per hour		(1.15) 19.52	(1.15) 19.52	(1.15) 19.52	(4.25) 5.86

Eastward trains are superior to trains of the same class in opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward — FROM SAN FRANCISCO — TIME TABLE No. 121, January 4, 1914 — TOWARD SAN FRANCISCO — Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	Distance from San Francisco		STATIONS	Distance from Stratford	THIRD CLASS
	80 Visalia Stratford Mixed					81 Stratford Visalia Mixed
	Leave Daily					Arrive Daily
87Y	s11.15AM	236.5	R	**ROSSI**	7.6	s 1.58PM
				3.4		
54	f11.30	239.9		CUNEO	4.2	f 1.43
				1.7		
67	f11.38	241.6		MARSALA	2.5	f 1.35
				2.5		
56 Y	s11.48AM	244.1	R	**STRATFORD**	0.0	1.25PM
	Arrive Daily			(7.6)		Leave Daily
	(0.33) 13.82			Time over District Average speed per hour		(0.33) 13.82

Eastward trains are superior to trains of same class in opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward From San Fran. — Toward San Fran. **Westward**

TIME TABLE No. 121

January 4, 1914

Capacity of sidings in car lengths and location of Scales, Fuel, Water, and Turning and Telephone Stations.	Distance from San Francisco		STATIONS	Distance from Ainrof
99Y	308.6	D-R	**OIL JUNCTION** 0.3	5.7
48	308.9		STORAGE TRACKS 1.1	5.4
9	310.0		BOAZ 0.5	4.3
35	310.5	D	WAITS 0.6	3.8
	311.1		SEGURO 0.5	3.2
98	311.6		MALTHA 0.4	2.7
42	312.0		VOLCAN 0.2	2.3
19	312.2		LA SOLAS 0.2	2.1
5	312.4		OMENA 0.3	1.9
54	312.7		ADIOS (Spur) 0.1	1.6
8	312.8		CESARO (Spur) 0.2	1.5
12	313.0		**TREADWELL JUNC.** 0.1	1.3
13	313.1		EBIGMO (Spur) 0.3	1.2
19	313.4		PENTOL 0.3	0.9
192Y	313.7		OIL CITY 0.6	0.6
9	314.3	D-R	**AINROF** (Spur)	0.0
			(5.7)	

Time over district

Average speed per hour

Note—Oil Junction to Ainrof operated as part of Bakersfield yard.

Eastward From San Fran. — Toward San Fran. **Westward**

TIME TABLE No. 121

January 4, 1914

Capacity of sidings in car lengths and location of Scales, Fuel, Water, and Turning and Telephone Stations.	Distance from San Francisco	STATIONS	Distance from Porque
	313.0	**TREADWELL JUNC.** 0.2	2.4
6	313.2	KINROSS (Spur) 0.3	2.2
10	313.5	AMIGO (Spur) 0.2	1.9
9	313.7	ARMIGUS (Spur) 0.2	1.7
12	313.9	KINSALE (Spur) 0.1	1.5
11	314.0	FORFAR (Spur) 0.2	1.4
8	314.2	DERWENT (Spur) 0.5	1.2
5	314.7	CUANDO (Spur) 0.3	0.7
9	315.0	TUBIG (Spur) 0.2	0.4
	315.2	HAYNAN (No Siding) 0.1	0.2
6	315.3	CERTINA (Spur) 0.1	0.1
15	315.4	**PORQUE** (Spur)	0.0
		(2.4)	

Time over district

Average speed per hour

Note—Treadwell Junc. to Porque operated as part of Bakersfield yard.

Eastward FROM SAN FRANCISCO — **TOWARD S. FRAN. Westward**

TIME TABLE No. 121

January 4, 1914

Capacity o Sidings in car lengths and location of Scales, Fuel, Water, and Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS			Distance from San Francisco		STATIONS	Distance from Olig	FIRST CLASS			THIRD CLASS
	306 Way Freight	194 Santa Fe Sunset Passenger	192 Santa Fe Sunset Passenger	190 Bakersfield McKittrick Passenger					195 Santa Fe Sunset Passenger	191 McKittrick Bakersfield Passenger	193 Santa Fe Sunset Passenger	307 Way Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard WFTYOP				8.00AM	312.9	DN-R	**BAKERSFIELD**			5.15PM		
P	6.30AM	s 7.07PM	s 8.50AM	8.03AM	313.6	DN-R	**KERN JUNCTION** 0.5	49.1	s 9.02AM	5.10PM	s 6.15PM	2.30PM
48					314.1		PARSONS 1.0	48.6				
8					315.1		PAC. SMELTING 0.2	47.6				
43			8.56		315.3		BAKERSFIELD CORRALS 3.5	47.4	8.56			
54 P	6.50	f 7.19	f 9.01	f 8.13	318.8		WIBLE ORCHARD 3.8	43.9	f 8.51	f 5.00	f 6.05	2.05
66 PY	7.00	s 7.27PM	s 9.07AM	s 8.20	322.6	DN-R	**GOSFORD** 5.8	40.1	s 8.45AM	s 4.52	s 5.57PM	1.45
59 WP	7.17			f 8.32	328.4		STEVENS 2.3	34.3		f 4.40		1.20
4				f	330.7		STRAND (Spur) 4.4	32.0		f		
27	7.35			f 8.45	335.1		RIO BRAVO 7.7	27.6		f 4.26		12.50
27	7.57			f 9.00	342.8		BOWERBANK 3.5	19.9		f 4.12		12.20PM
111 P	8.20			s 9.10	346.3	D	BUTTONWILLOW 4.2	16.4		s 4.05		11.55
76 WP	8.35			f 9.20	350.5		LOKERN 8.9	12.2		f 3.54		11.30
25	9.05			9.45	359.4		ASPHALTO 1.2	3.3		f 3.34		10.40
40 TPY	9.15			s 9.50AM	360.6	D-R	**McKITTRICK** 2.1	2.1		3.30PM		10.35
178	9.25AM				362.7	R	**OLIG**	0.0				10.00AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(49.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.55) 16.84	(0.20) 27.03	(0.17) 31.76	(1.47) 26.36			Time over District Average speed per hour		(0.17) 31.76	(1.40) 28.21	(0.18) 30.00	(4.30) 10.91

Westward trains are superior to trains of the same class in the opposite direction.
Exception: No. 306 is superior to No. 307.

SPECIAL RULES

☛ "SAFETY FIRST"

Extra Trains May Pass, or Run Ahead of Third Class Trains Without Receiving an Order to do so.

STANDARD CLOCKS.

Fresno
Goshen Junction
Coalinga
Visalia
Bakersfield
Kern Junction
Mojave
Palmdale

WATCH INSPECTORS.

Webb C. Ball,	General Time Inspector,	San Francisco
The Warner Co.,	Local Inspectors,	Fresno
Hanford Jewelry Co.,	Local Inspectors,	Hanford
Bakersfield to Fresno, including Branch lines and McKittrick Branch.		
T. M. Crum,	Local Inspector,	Coalinga
Smith Bros.,	Local Inspectors,	Visalia
A. J. Dutton,	Local Inspector,	Porterville
H. Opplinger, Bakersfield to Mojave,	Local Inspector,	Bakersfield
R. E. Lomax Co., Saugus to Owenyo,	Local Inspectors,	Los Angeles
Newton Moore,	Local Inspector,	Los Angeles
Luckenbach & Co.,	Local Inspectors,	Los Angeles

BULLETIN BOARDS.

Fresno
Goshen Junction
Kerman
Los Angeles Round House
Coalinga
Bakersfield
Arcade Station
Mojave
Saugus
River Station

CLEARANCES.

Rule 83A will not apply at stations not telegraph offices, or where offices are closed for the day.

A train must not leave McKittrick or Coalinga without a clearance card (Form No. 2643).

REGISTERING STATIONS.

Exceptions.

Famoso	Trains to and from Branch and terminating only register.
Oil Junction	Trains to and from Branch and terminating only register.
Bakersfield	Eastward S. P. freight trains arriving register. Same to be telegraphed Kern Junction for duplicate register.
Kern Junction	Arrival and departure of Santa Fe passenger trains will be telegraphed Bakersfield for duplicate register.
Lancaster	Helpers only register.
Palmdale	Helpers only register.

Trains Will Register by Form 2642 as Follows:

Goshen Junction	25, 26.
Kern Junction	S. P. passenger trains and westward Santa Fe passenger trains.
Tehachapi	115, 116, 25, 26.
Saugus	25, 26.

TRAIN AND AIR INSPECTION.

Freight trains descending grades will stop five minutes or more at Lang, Ravenna, Warren, Marcel, Woodford, Bealville and between mile posts 357 and 358 on McKittrick Branch to cool wheels and allow trainmen to make thorough inspection of wheels and running gear of train.

That proper inspection of running gear may be made by trainmen, in accordance with Rule 824, engineers of freight trains when starting trains will control speed to permit of this being done.

When for any reason train line has been cut or helpers cut off or picked up, test referred to in Rule 14 of Rules and Regulations governing air brakes, etc., etc., effective July 1, 1909, must be made by road crews in charge of passenger and freight trains in the manner prescribed in this rule at the following points:

On Eastward trains: Summit, Palmdale and Vincent.

On Westward trains: Saugus, Vincent, Eric and Tehachapi.

On Grades at other points where train line may have been opened.

At Bakersfield and Mojave test to be made by Car Inspectors for all trains.

Trains that have not made this test previous to reaching Tehachapi or Vincent must stop and make same at these points.

In making same, a reduction of twenty lbs. should be made with rear angle cock, exercising care to prevent the setting of brakes in emergency.

Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

"19" ORDER.

Within automatic block signal limits, between Fresno and Saugus, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that form 31 must be used,—

(1) When orders are delivered at a non telegraph or closed telegraph station. (See rule 217).

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See rule 219).

(3) When issuing an order form "G," example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space following: "Signal is out for." Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When "19" order restricting superiority is issued at station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and Engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received and the necessity for carefully checking clearance to ascertain positively that it is properly addressed and that orders received are those called for by clearance.

"31" ORDER.

Delivery of "31" Orders Outside of Block Signal Limits.

In delivering "31" Orders to trains, **outside of Block signal limits,** Operators will fill out clearance designating thereon numbers of orders, repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain copy of clearance.

Conductor's and Engineer's attention is called to the necessity of carefully checking clearances to ascertain positively that it is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

When stopped by Block Signal (not Minute Blocks) on single track, trains will wait five minutes, then proceed as per Rule 504.

The following automatic block signals, governing trains entering and in yards, will be Minute Blocks:

Mojave:	Nos. 3802, 3805, 3806, 3811;
Tehachapi:	Nos. 3598, 3611;
Bakersfield:	No. 3157;
Goshen Jct.:	Nos. 2388, 2397.

If signals are at stop, wait one minute and then proceed under control.

At night if light is not burning, trains will be governed by position of arm.

When Block Signals indicating position of switches are yellow boarded, trains will reduce speed to six miles per hour through station limits until switches are passed.

Home signals No. 3805 and No. 3806, (minute blocks) just West of Oil and Water Columns, between main track and siding No. 1, Mojave yard, are placed "back to back." Signal No. 3805 governing Westward trains is located on Fireman's side, who will be on lookout for change in position of signal. Helper Engines occupying main track must stand just West of these signals to prevent delay to Westward trains.

Signal failures or irregularities (either action of arm or condition of light) will be reported to chief dispatcher from first open telegraph office.

INTERLOCKING SIGNAL TOWERS.

Fresno Tower No. 1.

(1.6 miles east of Fresno on Friant Branch):

For main track, one long blast of whistle.

To or from spur track, one long and one short blast of whistle.

Fresno Tower No. 2.

(1.5 miles east of Fresno on Porterville Branch):

For main track, one long blast of whistle.

Calwa Tower.

(1.3 miles west of Malaga):

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long blast of whistle.

Westward trains will sound one long blast of whistle for crossing and for double track.

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

Hanford Tower.

(0.3 miles west of Hanford):

For main track, one long blast of whistle.

For crossing through side track, one long, one short and one long blast of whistle.

Tulare Tower.

(0.3 miles west of Tulare):

For main track, one long blast of whistle.

Kern Junction Tower.

(0.7 miles east of Bakersfield):

For main track, one long blast of whistle.

For movement over crossing on side track, one long, one short and one long blast of whistle.

For movement between S. P. and A. T. & S. F. main line, one long and one short blast of whistle.

For movement between main track and transfer track, one short, one long and one short blast of whistle.

General:

For any movement against current of traffic on double track, sound one long and one short blast of whistle.

When a train which has been given the semaphore signal at any crossing does not wish to use crossing, one short and one long blast of whistle should be sounded for the information of the towerman.

SPECIAL RULES—Continued

SPEED TABLE

This table is for the purpose of determining speed per mile and must in no way conflict with rules restricting speed of trains.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6		23	2	36	33	1	49	43	1	23
12	5		24	2	30	34	1	45	44	1	21
15	4		25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3		30	2		40	1	30	50	1	12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

Note—All Locomotives with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive		Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM—$63\frac{25\text{-}38}{28}$	320	4200 to 4211	40	
A—$84\frac{15\text{-}25}{28}$	110	3000 to 3009	77	48375 lbs.
A—$79\frac{15\text{-}25}{28}$	102	3016 to 3024	67	46445 "
A—$81\frac{20}{28}$	105	3025 to 3071	77	46380 "
T—$69\frac{21}{28}$	149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T—$69\frac{15\frac{1}{2}\text{-}26}{28}$	142	2291, 2294, 2297	62	41526 "
T—$63\frac{18}{30}$	78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M—$63\frac{21}{28}$	155	1720, 1721, 1724, 1770, 1771, 1773 to 1777, 1779	58	45190 "
M—$63\frac{21}{28}$	144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 "
M—$63\frac{15\text{-}26}{28}$	144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E—$69\frac{18}{24}$	69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E—$73\frac{18}{24}$	63	1430 and 1432	61	27570 "
MC—$57\frac{26\text{-}40}{30}$	394	4000 to 4016	53	43050 "
MC—$57\frac{26\text{-}40}{30}$	398	4017 to 4028	53	43050 "
MC—$57\frac{26\text{-}40}{30}$	401s	4029 to 4043	53	43500 "
MC—$57\frac{26\text{-}40}{30}$	395s	4044 to 4048	53	43500 "
C—$57\frac{22}{30}$	180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

NOTE:—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under "Speed Restrictions."

SPEED RESTRICTIONS.

TRAINS WILL NOT EXCEED

Between—	Miles per Hour Passenger	Miles per Hour Freight
Fresno and Bakersfield (except as noted)	50	35
" " " (with large loaded oil cars)		35
Bakersfield and ½ mile east of Sivert	50	35
Bena and Sivert westward freight trains		35
½ mile east Sivert and 1 mile west Ilmon	40	30
1 mile west Ilmon and 1 mile west Tehachapi	30	18
1 mile west Tehachapi and 1 mile east Cameron	50	25
1 mile east Cameron and Mojave	45	18
Mojave and Palmdale (except as noted)	50	35
" " " (with large loaded oil cars)		30
Palmdale and Vincent	40	18
Vincent and mile post 422	30	18
Mile post 422 and mile post 427	40	18
Mile post 427 and Humphreys	30	18
Humphreys and mile post 448	40	18
Mile post 448 and Tunnel 24	30	18
Tunnel 24 and Saugus	40	18
Fresno and Exeter	30	20
Exeter and Famoso	35	20
Kerman and Armona	50	35
Ingle and Riverdale	40	30
Riverdale and Hardwick	35	20
Goshen Junction and Armona	50	35
Goshen Junction and Exeter	40	30
Armona and Crump	40	25
Crump and Alcalde	12	12
Fresno and Gordon (except as noted)	30	20
Gordon and Friant (except as noted)	20	20
Fresno and Friant (with loaded gravel cars)		15
Oil City Branch (except as noted)	30	20
" " " (with large loaded oil cars) Days		15
" " " " " " " " Nights		10
Bakersfield and Lokern	40	25
Lokern and Olig (except as noted)	30	20
" " " (with large loaded oil cars) Days		15
" " " " " " " " Nights		10
Stratford Branch	15	15
Porterville and Springville	20	15
Mojave and Owenyo (on grades)	35	25
Mojave and Owenyo (level track)	35	35
All points with large loaded oil cars, (except as noted)		25
Between outside switches of yards, (outside City Limits):		
Fresno	15	10
Bakersfield, east of Nome	15	10
" west of Nome	30	20
Mojave	15	10
Through City Limits (regulated by Ordinances):		
Clovis	8	8
Fresno	8	8
Selma (between 5 a.m. and 11 p.m.)	10	10
Kingsburg (between 4 a.m. and 11 p.m.)	10	10
Tulare	8	8
Visalia	6	6
Hanford	8	8
Exeter	10	10
Bakersfield	6	6
Fowler	10	10
Over Bridges:		
288-B, West of Orris	20	20
329-B, One mile east of Stevens	10	10
329-C, " " " " "	10	10
Over Turnout Switches:		
Kerman (eastward trains)	20	20
Calwa Tower, end of double track (eastward trains)	15	15
Exeter, south leg of Wye connecting Porterville Branch	15	15
All points Santa Fe 900 and 1600 class engines	4	4
" " Consolidation and Mallet engines	10	10
On Sidings:		
When clear of lead on straight track, Santa Fe 900 and 1600 class engines	8	8

SPEED RESTRICTIONS—Continued.

Engines on passenger trains:	
Decapod	Freight Train Speed
Consolidation	Maximum speed allowed passgr. trains
When meeting or passing on double track	20 miles per hour except where speed restrictions are less will be governed thereby
Engines running light:	
8-wheel, 10-wheel and mogul	Passgr. Train Speed
Consolidation type	20 miles per hour where freight trains are restricted to 18
Fernando Helpers (2914 class)	25 miles per hour where freight trains are restricted to 18
Engines not above specified	Freight Train speed
Engines backing up:	
Consolidation, Mikado and Mallet between Bakersfield and Saugus	15 miles per hour
Consolidation and Mikado between Fresno and Bakersfield	20 miles per hour
Fernando Helpers (2914 class) between Palmdale and Saugus	20 miles per hour
All others (except Consolidation, Mallet and Mikado) over main track and from Kerman to Goshen Junction	25 miles per hour
Over other branches	20 miles per hour except where speed restrictions are less, be governed thereby
Mallet Engines in freight service (between Bakersfield and Mojave):	
Running light or in train	20 miles per hour except where freight train speed is less, be governed thereby
Switch Engines (outside yards)	15 miles per hour
Motor cars in back motion through yards and over highway crossings	10 miles per hour except where other speed restrictions are less, be governed thereby

USE OF RETAINERS.

Retainers will be used on Passenger Trains on grades as follows:

EASTWARD TRAINS:—From Cameron to Mojave.

WESTWARD TRAINS:—From Vincent to Harold.
From Tehachapi to Caliente.

One-half of the Retainers will be used at one time, alternating every two miles until station designated is reached.

On Freight Trains, retainers will be used on grades in accordance with Rules 46, 47 and 48 of "Rules and Regulations Governing Air Brakes, Etc., Effective July 1st, 1909," as follows:

EASTWARD TRAINS:—From Cameron to Mojave.
From Vincent to Lang.

WESTWARD TRAINS:—From Vincent to Harold.
From Tehachapi to Caliente.
From McKittrick to Lokern.

Retainers will be used on other trains and under other conditions where in judgment of the engine and train crew it is deemed necessary to vary from the above rules.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent. (over 1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES.

The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided.

OVERHEAD STRUCTURES.
(Location of)

MAIN LINE.

M. P.	332.6	Ilmon, Tunnel No. ½.
"	336.9	Caliente, Tunnel No. 1.
"	337.8	" " No. 2.
"	340.9	Bealville, Tunnel No. 3.
"	341.0	" " No. 4.
"	341.6	" " No. 5.
"	341.9	" " No. 6.
"	343.7	" " No. 7.
"	344.2	" " No. 8.
"	351.0	Woodford, Tunnel No. 9.
"	352.3	" " No. 10.
"	352.9	" " No. 11.
"	355.0	Marcel, Tunnel No. 12.
"	355.2	" " No. 13.
"	355.4	" " No. 14.
"	355.7	" " No. 15.
"	355.9	" " No. 16.
"	356.0	" " No. 17.
"	434.8	Russ, Tunnel No. 17½.
"	435.5	Russ, Bridge over Santa Clara River.
"	435.9	" " " " " "
"	436.2	" " " " " "
"	436.3	" " " " " "
"	436.8	" " " " " "
"	436.9	" " " " " "
"	437.0	Russ, Tunnel No. 18.
"	437.4	Russ, Bridge over Santa Clara River.
"	437.4	Russ, Tunnel No. 19.
"	439.5	Lang, Tunnel No. 20.
"	440.1	" " No. 21.
"	441.5	" " No. 22.
"	445.3	Humphreys, Tunnel No. 23.
"	449.7	Honby, Tunnel No. 24.

FRESNO BRANCH.

M. P. 253.6	Kaweah, Bridge over Kaweah River.

BETWEEN MOJAVE AND OWENYO.

M. P. 426.8	Searles Tunnel.
" 519.4	Owens River Bridge.

JUNCTION SWITCHES.

(Switches to be set and locked as follows):

Fresno	Stockton Division main track and Kerman track for main track.
Fresno	Fresno-Bakersfield main track and Sanger branch for main track.
Fresno	Friant and Sanger branches for Sanger track.
Kerman	Armona and Stockton Division tracks for Stockton Division track.
Ingle	H. & S. L. branch and Stockton Division tracks for Stockton Division track.
Hardwick	H. & S. L. branch Armona-Kerman track for Armona-Kerman track.
Armona	Goshen Jct.-Coalinga and Armona-Kerman tracks for Goshen Jct.-Coalinga track.
Goshen Junction	Visalia and Coalinga branches with Fresno-Bakersfield main track, both for main track.
Exeter	Visalia and Sanger branches for Visalia track.
Porterville	P. & N. E. & Porterville branch for Porterville branch track.
Famoso	Fresno-Bakersfield main track and Porterville branch for main track.
Oil Junction	Bakersfield-Fresno main track and Oil City branch for main track.
Kern Junction	Operated by interlocking tower.
Gosford	McKittrick branch and Sunset R. R. tracks for McKittrick branch track.
Mojave	Bakersfield-Mojave main track and N. & C. Ry. for main track.
Saugus	San Joaquin Division main track and Los Angeles Division track for San Joaquin Division main track.

SURGEONS

NAME.	LOCATION.	DISTRICT Between
Dr. F. K. Ainsworth, Manager and Chief Surgeon	San Francisco, Cal.	All points.
Dr. O. B. Doyle	Fresno, Cal.	Fresno, Friant, Kingsburg and Ivesta, Cal.
Dr. D. H. Trowbridge, Oculist and Aurist	Fresno, Cal.	
Dr. J. L. Maupin, Consulting Surgeon	Fresno, Cal.	
Dr. J. D. Wagner, Emergency Surgeon	Selma, Cal.	
Dr. M. A. Morrison, Emergency Surgeon	Fowler, Cal.	
Dr. T. F. Madden, District Surgeon	Sanger, Cal.	Ivesta and Fargo.
Dr. G. A. Hawkins	Reedley, Cal.	Fargo and Monson.
Dr. A. D. McLean	Exeter, Cal.	Monson and Burr.
Dr. J. A. Moore, Emergency Surgeon	Dinuba, Cal.	
Dr. T. D. Smith, Emergency Surgeon	Kingsburg, Cal.	
Drs. M. and M. S. McMurtry, Emergency Surgeons	Clovis, Cal.	
Dr. T. D. Blodgett	Tulare, Cal.	Kingsburg and Earlimart.
Dr. E. D. Farrow	Visalia, Cal.	Goshen and Exeter.
Dr. C. T. Rosson	Hanford, Cal.	Goshen, Armona and Caruthers.
Dr. D. E. Arnold	Kerman, Cal.	Kerman and Caruthers.
Dr. Wm. P. Byron	Lemoore, Cal.	Armona and Huron.
Drs. Warren & Mountford	Coalinga, Cal.	Huron and Alcalde.
Dr. H. W. Oakley	Porterville, Cal.	Zante and Famoso.
Dr. W. W. Tourtillott	Lindsay, Cal.	Burr and Zante.
Dr. C. W. Kellogg, Division Surgeon	Bakersfield, Cal.	San Joaquin Division.
Dr. A. I. Fraser	Bakersfield, Cal.	Earlimart, Bealville and Gosford.
Dr. A. F. Schafer, Consulting & Emergency Surgeon	Bakersfield, Cal.	
Dr. H. W. Owen, Oculist and Aurist	Bakersfield, Cal.	
Dr. H. Hildreth, Emergency Surgeon	Delano, Cal.	
Dr. N. J. Brown	Tehachapi, Cal.	Bealville and Cameron.
Dr. H. M. Elwood	Mojave, Cal.	Cameron, Brown and Rosamond.
Dr. M. A. Williamson	Lone Pine, Cal.	Brown and Owenyo.
Dr. Lee W. Burt, District Surgeon	Lancaster, Cal.	Rosamond and Ravenna.
Dr. J. T. Arwine, Emergency Surgeon	Lancaster, Cal.	
Dr. J. E. Wheat	Fernando, Cal.	Ravenna and Saugus.
Dr. H. V. Prouty	McKittrick, Cal.	Gosford and Olig.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION HOSPITAL STRETCHERS.

Fresno Storeroom.
Fresno Wrecking Train.
Fresno Baggage Room.
Goshen Junction.
Hanford.
Coalinga.
Exeter.
Porterville.
Bakersfield Emergency Hospital.
Bakersfield Wrecking Train.
Bakersfield Car Shops.
Bakersfield Machine Shops.
Bakersfield Baggage Room.
Tehachapi.
Mojave Car Shops.
Mojave Wrecking Train.
Mojave Baggage Room.
Owenyo.
Saugus.

HOSPITALS FOR SAN JOAQUIN DIVISION.

General Hospital, S. P. Hospital, San Francisco, Cal. Division Hospital, Crocker Street Hospital, Los Angeles, Cal. Emergency Hospital, Bakersfield, Cal.

TONNAGE OF PASSENGER EQUIPMENT.

	Weights in Ms.	
	Wood	Steel
Baggage	75	88
Baggage, Mail and Express	66	93
Baggage and Passenger	54	....
Buffet Cars	114	146
Business Cars	105	....
Chair Cars	87	98
Coaches, First Class	71	92
Coaches, Second Class	47	....
Dining Cars	128	146
Dynamo	94	105
Horse Express	81	....
Motor Cars, Gasoline (55 ft.)	....	61
Motor Cars, Gasoline (70 ft.)	....	70
Motor Car Trailers (4 wheel)	....	19
Motor Car Trailers (8 wheel)	....	25
Observation Cars	122	150
Postal Cars (40 ft.)	....	77
Postal Cars (60 ft.)	....	110
Pullman Parlor Cars	121	....
Pullman Standard Sleepers	128	150
Pullman Tourist Sleepers	94	143
Tea and Silk	48	....

MISCELLANEOUS.

On single track in Block Signal limits Rule 86, second paragraph, is modified as follows: An inferior train will clear the time of first class trains in the same direction not less than ten (10) minutes.

At least two loaded steel underframe cars must be placed immediately ahead of mallet engines that are engaged in shoving.

Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

When in an engineer's judgment, track which is protected by slow order is safe for a higher rate of speed than is allowed by such slow order, engineer will notify the conductor, stating what speed he considers safe, and conductor will then send a message to Superintendent from first open telegraph office covering information.

Engines of freight trains must be cut off to take water.

Trains designated in orders as light extras will take siding for opposing extras.

At Goshen Junction westward trains on Visalia branch must stop at stop board located at east end just opposite cross-over from Visalia branch to main track.

At Visalia, all trains will stop, at Santa Fe tracks, and will not pass over crossing without receiving proceed signal from flagman, who must precede them.

At Exeter, all Eastward trains must stop at stop board at junction east leg of wye with Fresno branch.

Engines coupled, and cars weighing over 100,000 pounds, must not be run over Bridge 288-B near Orris.

The maximum tonnage rating per operative brake of 100 Ms. on both east and west sides of Tehachapi Mountain and 120 Ms. eastward from Mojave to Saugus, must be strictly observed. Oil cars equipped with latest Westinghouse empty and loaded brake device will permit the handling of 150 Ms. per operative brake.

In movement of helper engines light down the Tehachapi, the number of engines to be coupled together is restricted to the following: Not more than three mallets; five consolidations; three mallets and one consolidation; two mallets and two consolidations; one mallet and three consolidations.

When taking siding at Caliente, Bealville and Marcel, eastward trains will take siding next to main track and westward trains will take outside siding.

At Rowen, trains taking siding will comply with the following:

First class trains will use middle siding entering at first cross-over.

Eastward trains, except first class, will enter at extreme west switch.

Westward trains, except first class, will enter at extreme east switch.

All trains, except first class, will use middle siding only under flag protection unless instructed by train order that middle siding is clear, but will not use the same when first class trains are due to meet there.

Siding between east switch and east cross-over is designated as east siding.

Siding between cross-over switches is designated as middle siding.

Siding between west cross-over and west switch is designated as west siding.

Inside cross-over switches will be lined for siding.

Trains using sidings will depart through cross-overs.

At Woodford track on north side of main track will be used as siding for trains in both directions. House track must not be used for setting out or storing of cars.

Siding at Summit known as "Old Siding" will be kept for use by Train 342 in cutting out helpers. Long siding south of main track will be used for passing of trains only, and trains using same will enter at the extreme west or east switches.

Spur Tracks at following stations between Bakersfield and Mojave must not be used by Mallet or Decapod engines: Sivert, Gravel Pit Bena, Caliente, Bealville, Rowen, Cable and Turntable Tehachapi.

Trains entering Mojave yard will be governed by the following signals:

WESTWARD TRAINS: Santa Fe by Hall Signal. Southern Pacific by Signal 3811 (minute block.)

EASTWARD TRAINS: Signal 3802 (minute block.)

When necessary to signal Westward trains, Herder will use yellow signal for Southern Pacific trains and green signal for Santa Fe trains. For Eastward trains, Herder will use yellow signal.

First class trains will stop when signal so indicates, unless entering siding (Rule 504-A.)

Freight trains will not enter until signal is given by Herder.

At Honby, back track will be used as siding by freight trains and switches are so set. When necessary for passenger trains to take siding at that point, they will use the inside track up to point of cross-over.

Helper engines between Tehachapi and Summit will be governed by following:

A. Operator at Tehachapi will have a staff, and will deliver same to eastward trains having helpers to return from Summit, except as provided in Sections D, E and F.

Conductors of trains stopping at Tehachapi and requiring staff will personally procure same and deliver to leading helper engineer, personally notifying engineer handling train that he has done so.

For trains authorized to register by Form 2642, having helpers to return from Summit, operator will deliver staff to leading helper engineer and will hand to conductor and all other engineers in train, a clearance on which is written "Staff to Engineer."

B. After receipt of staff train may proceed to Summit, keeping clear of superior trains, providing train has also been cleared as required by the rules and regulations of Operating Department.

C. After an engineer has in his possession the staff, his engine and all engines at Summit may return coupled to Tehachapi regardless of opposing trains except first class.

D. As section C provides that helpers are required to clear first class trains the staff need not be delivered to first class trains except when such trains have helper to cut out at Summit and there are no helpers at Summit with which it can couple. Helpers when waiting at Summit to clear first class trains will not leave without ascertaining whether such first class trains have helpers to couple in with them.

E. When it is desired to run two or more trains to Summit, before allowing helper of any to return, operator will upon instructions from dispatcher deliver to conductors of all such trains, except the last, in place of staff, clearance on which is noted, "Staff at Tehachapi," provided operator has staff in his possession. Clearance so worded will be sufficient authority for trains to move to Summit as if staff had been received. To last train staff will be given. "Staff at Tehachapi" clearances do not authorize trains to return to Tehachapi. When train receives "Staff at Tehachapi" clearance and is passed at Tehachapi by another train having a helper, the train which is passed will not thereafter proceed without first returning to telegraph office and ascertaining whether the train passing has the staff. If the train passing is given the staff, the train which is passed cannot thereafter proceed until staff is returned, and conductor will personally surrender all clearances to operator.

F. Staff will not be delivered to trains which have no engines to return from Summit. When there is no helper to return from Summit, "Staff at Tehachapi" clearance will be delivered (except to first class trains) provided the operator has staff in his possession.

G. On return to Tehachapi, engineer with staff will personally deliver it to operator without delay.

Trains moving on staff between Summit and Tehachapi will register at Tehachapi in following manner:

In first column: Staff.

Second column: Signals (None) and balance of information as required by register.

In registering out register on separate line in the usual manner.

RATING OF LOCOMOTIVES--SAN JOAQUIN DIVISION In Ms. of 1000 pounds back of tender

CLASS	ENGINE NUMBER	Boiler Pressure	Bakersfield and Fresno, Bakersfield and Kerman, via Armona			Bakersfield to Mojave	Mojave to Bakersfield	Mojave to Saugus	Saugus to Mojave
			THROUGH East and West	LOCAL East	LOCAL West				
A—79$\frac{15\text{-}25}{28}$ 102	3016 to 3024	200	3470	3910	4130				
E—63$\frac{17}{24}$ 47	1353	140	1805	2040	2160				
E—63$\frac{17}{24}$ 52	1326, 1327	140	1980	2210	2385				
E—65$\frac{18}{24}$ 65	1392	150	2380	2675	2825				
E—69$\frac{18}{24}$ 69	1387, 1392, 1396, 1401	165	2380	2675	2825				
E—69$\frac{18}{26}$ 74	1464, 1466, 1469	165	2615	2820	2960				
E—73$\frac{20}{24}$ 89	1433, 1434	190	3335	3740	3950				
E—73$\frac{20}{24}$ 92	1450, 1452	190	3340	3715	3925				
E—73$\frac{20}{26}$ 100	1531 to 1535	200	3630	3920	4080				
T—57$\frac{18}{24}$ 76	2094	150	2630	2950	3115				
T—57$\frac{18}{24}$ 80	2040, 2073	165	2920	3285	3435				
T—57$\frac{18}{24}$ 86	2153	160	2805	3155	3340				
T—57$\frac{18}{24}$ 92	2170, 2172	170	3020	3390	3580				
T—57$\frac{18}{24}$ 96	2155, 2175	170	3020	3390	3580				
T—63$\frac{19}{24}$ 105	2228, 2229, 2231	160	3240	3645	3850				
T—63$\frac{20}{26}$ 112	2235 to 2265	180	3865	4325	4565	575	665	740	665
T—63$\frac{21}{28}$ 144	2303, 2309, 2310	200	5010	5615	5905	755	880	970	880
T—63$\frac{22}{28}$ 160 T—63$\frac{22}{28}$ 162s	2312 to 2352 2353 to 2362	200				815	955	1055	955
T—69$\frac{20}{26}$ 113	2212, 2214	180	3560	4005	4155	575	665	740	665
T—69$\frac{20}{26}$ 124	2282	180	3650	4005	4155	575	665	740	665
M—63$\frac{20}{28}$ 126	1615 to 1719	190	4315	4845	5065	660	765	845	765
M—63$\frac{21}{28}$ 144	1725 to 1769, 1780 to 1803	200	5010	5615	5905	755	880	970	880
M—63$\frac{21}{28}$ 147	1809, 1811	200	4510	5060	5310	650	765	845	576
Mk—63$\frac{26}{28}$ 210	3236 to 3249	200				1165	1355	1500	1355
TW—51$\frac{20}{26}$ 111 TW—51$\frac{20}{26}$ 120	2957 2938, 2939, 2941, 2942	160 170	4095	4600	4760				
TW—55$\frac{21}{32}$ 155	2921	170	5125	5760	6075	790	915	1010	915
TW—55$\frac{23\text{-}35}{32}$ 155	2914 to 2917, 2919, 2922, 2923	180	5125	5760	6075	790	915	1010	915
C—57$\frac{22}{34}$ 172	2600, 2601, 2602, 2610	175				830	1000	1100	1000
C—57$\frac{22}{34}$ 176	2613, 2617, 2620	185				900	1050	1160	1050
C—57$\frac{23\text{-}35}{34}$ 173	2603 to 2609, 2611	200				845	985	1085	985
C—57$\frac{23\text{-}35}{34}$ 177	2612, 2616, 2618, 2619	200				845	985	1085	985
C—57$\frac{22}{30}$ 180	2633 to 2693	200	6000	6740	7110	940	1090	1195	1090
C—57$\frac{22}{30}$ 184	2701 to 2746, 2750	200	6000	6720	7090	940	1070	1175	1070
C—57$\frac{22}{30}$ 187	2513 to 2599, 2767 to 2790, 2800 to 2836	200	6000	6720	7090	940	1070	1175	1070
MC—57$\frac{26\text{-}40}{30}$ 401s MC—57$\frac{26\text{-}40}{30}$ 395s	4029 to 4043 4044 to 4048	200				2170	2500	2750	2500
ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS—MS	Less than 40 Ms.		6	6	6	3	3	3	3
	40 to 50 Ms.		3	3	3	0	0	0	0
	More than 50 Ms.		0	0	0	0	0	0	0

G. MILTON........................Fresno
J. C. MUIR....................Bakersfield
Trainmasters.

F. N. McPHEE,
Chief Dispatcher.

R. E. BEACH,
Night Chief Dispatcher.

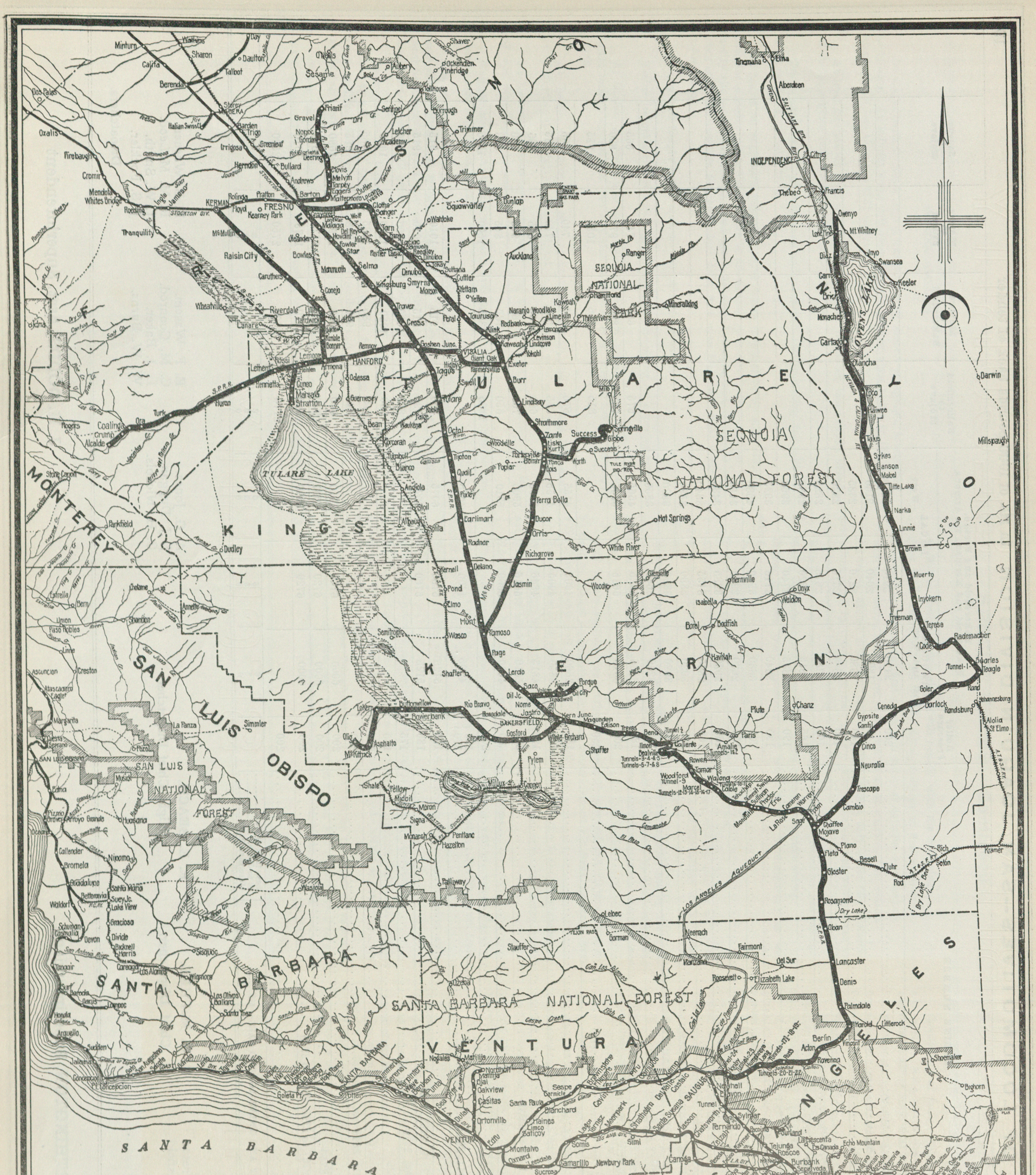
A. G. Jones.
J. J. Duggan.
C. H. Nichols.

E. F. Wasem.
C. M. Coonrod.
L. J. Baker.
W. W. Burns.

F. B. Warner.
R. M. McLeod.
J. W. Smith.
J. S. Fockler.
Dispatchers.

F. M. WORTHINGTON, Superintendent.

J. H. DODDS, Asst. Superintendent


FRESNO
TULARE
KINGS
KERN
INYO
MONTEREY
SAN LUIS OBISPO
SANTA BARBARA
VENTURA
LOS ANGELES
ORANGE
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
SAN LUIS NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
TULARE LAKE
OWENS LAKE
SANTA BARBARA CHANNEL
SANTA MONICA BAY
SAN PEDRO CHANNEL
SAN PEDRO BAY
SAN MIGUEL
SANTA ROSA
SANTA CRUZ
ANACAPA IS.
SAN MIGUEL PASSAGE
SANTA CRUZ CHANNEL
ANACAPA PASSAGE
FRESNO
KERMAN
HANFORD
VISALIA
BAKERSFIELD
Kern Junc.
Coalinga
Tulare
Delano
Goshen Junc.
Lindsay
Porterville
Mojave
Lancaster
Palmdale
Saugus
Newhall
Burbank
LOS ANGELES
Santa Monica
Long Beach
San Pedro
Santa Ana
SANTA BARBARA
Ventura
Oxnard
Santa Paula
Independence
Lone Pine
Keeler
Searles
Tehachapi
Tunnels
LOS ANGELES AQUEDUCT
TEJON PASS
S.P.R.R.
A.T.&S.F.RY.
NEVADA & CALIFORNIA RY.

MAP
OF THE
SAN JOAQUIN DIVISION
S.P.CO.

SCALE

SEPT-1911
REV-MAR-1912